



'72 Mechanics Award Presentation, left to right: Lester Severance, William E. Hunt, Leroy Gillet, Governor Thomas L. Judge, Kenneth H. Goodsell, James Crouse, Michael D. Ferguson.

Vol. 24—No. 4

May, June, 1973

GILLET RECEIVES '72 MECHANIC'S AWARD

At ceremonies held May 22 at the Capitol in Helena, Leroy Gillet received the Federal Aviation Administration's 1972 Mechanic Safety Award. The presentation was made by Governor Thomas L. Judge.

Along with the FAA award, Gillet was presented \$100 by the Division of Aeronautics. Aeronautics Commissioner Michael D. Ferguson, Billings, made the presentation.

Attending the presentations in addition to the above were: Lester Severance, Chief, Rm-GADO #5, Helena; Kenneth H. Goodsell, Chief, GADO #1, Billings; James Crouse, Maintenance Inspector, GADO #1, Billings; William E. Hunt, Administrator, Division of Aeronautics.

Leroy Gillet was born in Havre, Montana, on August 9, 1932. Pre-school days were on homestead farms in the Gildford area west of Havre.

During World War II, Gillet lived in the Broadview and Molt country. At this time he became an avid model airplane fan with special interest in military aircraft.

Finishing school in Billings, Gillet joined the Montana National Guard in 1949. In 1951, he was assigned to the army aviation section of the

Guard. In 1954, the Guard assigned him to temporary duty with the United States Air Force at Gary Air Force Base, San Marcos, Texas. In Texas, Gillet attended schools for small army aviation aircraft and helicopters.

Returning to Montana, Gillet went to work for the Guard in Helena. During this time, Norm Hendy of the FAA in Helena introduced Gillet to civil aviation and had him take his powerplant written exam. The next few years, Gillet worked out his time requirements and practicals to obtain the Airframe and Powerplant Licenses.

In 1956, Gillet returned to Billings to go to work for Gillis Aviation. While at Gillis, Gillet obtained his Inspection Authorization certificate.

Gillet has worked with a great variety of civil aircraft during his career and his schools have included ones held at the Piper Aircraft Factory in Lock Haven, Pennsylvania. Instrumentation and autopilots are Gillet's favorites as well as a close relationship with Piper and Lycoming.

Gillet quit his position as service manager at Gillis in 1972 to go into partnership with Michael Ferguson and Ken Wendland at Big Sky Maintenance, Inc., Billings. This is an in-

dependent firm doing all kinds of aircraft maintenance.

MPA TO HOST 1973 WESTERN FLIGHT ROUNDUP

The Montana Pilots' Association will host the 1973 Western Flight Roundup in Helena, Montana, July 27-29. The annual fly-in will be held in conjunction with the Last Chance Stampede held every year in the Capital City. The fly-in is sponsored jointly by the Washington, Oregon, Idaho, Utah and Montana Pilots' Associations.

Registration and headquarters for the fly-in will be the Colonial Motor Inn. A hospitality room will also be in operation at the Colonial. Ample transportation to and from the airport will be provided.

Although there are no formal activities requiring attendance, the following events have been planned: Cocktail parties and dinners; the Stampede; the Last Chancer Train ride; visits to the C. M. Russell Gallery, Historical Museum, the Gates of the Mountains; golf, swimming and boating; and Fly-away breakfast.

For more information write: **John Serquina, 1206 Lamborn, Helena, 59601, or Glen Kenney, 1808 5th Avenue, Helena 59601.**



DIVISION

OF

AERONAUTICS

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

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**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	July
Bozeman	
Butte	
Culbertson	
Glasgow	 11
Glendive	 26
Great Falls	 11
Havre	
Kalispell	 25
Lewistown	
Miles City	 25
Missoula	 18
Sidney	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Livingston
Butte	Lewistown
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: GADO #1 in Billings will no longer be open on Saturdays. The Billings GADO telephone number is 406-245-6179.

*Administrator's
Column*



Flying is a great experience but there are areas of flying that are different from others. I took a glider ride in the Gallatin Valley one day last month and found it to be one of those experiences that is completely different.

Greg Mecklenburg is the instructor pilot of the Big Sky Soaring Club and he took me for this once-in-a-lifetime experience. It was at the invitation of Harry Noel that the trip came about and with Harry at the controls of the 172 and Greg at the controls of the glider, we took a 45 minute tour of the Gallatin Valley searching for thermals that would make the glider climb.

We lifted off the ground smoothly but since turbulence is the name of the game, the tow plane was soon bouncing pretty steadily up and down in front of us while we were doing the same thing behind. Watching Harry fly into a thermal that would give him rapid lift while we were tagging along behind and not yet affected by this condition, made this part of the ride itself something of an experience. Harry's 172 would rise very rapidly in a stall attitude while we, below him, ran into the thermal to catch up. By the time we did get into the thermal, Harry was sinking while we were rising.

The day was not the greatest for thermal conditions and we were some time getting to 7200 feet where Greg finally released the glider. While we were being towed, the glider traveled in fits and starts as the tow plane ran into different air currents than the glider and the

tow line stretched and sagged as we went along. This caused the glider to make noises that were not too unlike those of an airplane.

After we were loose, we raced back and forth searching for thermals, doing steep banks and all the time conversing in a normal tone.

We did not gain much altitude although we went high enough to see across the Bridger Mountains over to the Crazyes but the highest altitude we reached was 8,000 feet. In good thermal weather, there is apparently no limit on how high you can go. Greg was disappointed but to me it was one of the greatest experiences I ever had and the time spent looking for thermals was just great. This was the third experience for me, the other two having been in the Army type glider and both of those rides were something less than controlled crashes and I did not yearn to become a glider pilot until this ride at Bozeman.

* * * *

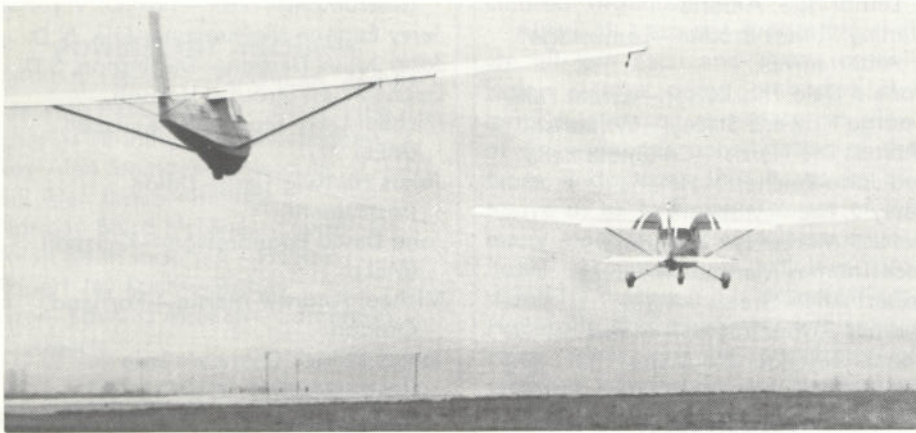
All of us here at the Division of Aeronautics salute Mr. Bob Johnson on his 80th year and congratulate him and all of the members of Johnson Flying Service for 50 years of continuous operation. Bob Johnson is Montana Aviation and all of the people over the fifty years who have participated in the activities of that organization are to be congratulated. The Division of Aeronautics is happy to take part in commemorating this anniversary and we wish many, many more years to Johnson Flying Service and to Bob Johnson.

* * * *

The photographs which follow this column were taken at the Johnson Testimonial Dinner at the Club Cha-teau, the evening of May 17th. The glider photos were taken by Duane Paris of the Bozeman Daily Chronicle, also in May.

Two harmless X-ray devices for detecting weapons and explosives in carry-on luggage have been successfully tested by the FAA at Washington, D. C.'s Dulles International Airport.

BIG SKY SOARING CLUB



The SGS 2-33 going up behind Harry Noels in the 172.



Administrator Hunt picking up some pointers on soaring.



Harry Noels, club director for Big Sky Soaring.



The sailplane coming in for a landing.

JOHNSON TESTIMONIAL DINNER



Johnson Testimonial at the Club Chateau in Missoula.



Right to left: Jack Hughes, Mr. and Mrs. Bob Johnson, John Pritzl, Penn Store.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

PRIVATE

Ronald Eugene Mundt—Belt
Daniel Joseph Duffy—Cardwell
Donald Craig Trowbridge—Billings
Howard Lawrence Homme—Florence
Delbert Darwin Sharbono—Helena
John Thomas McPartland—Bozeman
Winogene Nilsson McIntyre—
Whitefish
Jolce Jensen Van Voast—Polson
Donald Edgemon Oertili—Hamilton
Dewain Horace Matthews—Malta
James Richard Erickson—Miles City
Dean Daniel Jensen—Hinsdale
John Heidler Williams—Kalispell
Wayne Aaron Dykstra—Missoula
Les Ray Dick—Whitefish
Charles Joseph Hobbs—Albany, N.Y.

James Wrbelis—Eureka
Martin Edward Williamson—Lloyd
John Mitchell Beaver—Kalispell
Charles Gervan Yeon—Brady
Harold James Cross—Kalispell
Harold Curtis Sorenson—Malta
John Chester Eason—Whitefish
Mallory Daniel Lawrence—Helena
Ronald Dean Niccum—Great Falls
Francis L. Caussyn—Havre
Clyde Donald Floren—Havre
Michael J. Kosta—Billings

James L. Hanson—Hardin
R. Martin Anderson—Billings
Joseph E. Ugrin—Miles City
Louise M. Shafer—Dillon
Richard P. Wilson—Broadus
Wilmer W. Reddig—Wolf Point
Robert P. Engstrom—Medicine Lake
Paul L. Finnicum—Culbertson
Ferdinand G. Missiaen—Edmonton,
Alberta
Benjamin Paul Crowder—Malta
Randal Anthony Popiel—Glendive
Gary L. Herem—Red Lodge
Harvey Dean Reynolds—Norris
Ben Paul Fisher—Chinook

Ralph Ambrose Thrall, Jr.—
Lethbridge, Alberta
Stanley Robert Broder—Lethbridge,
Alberta (MEL)
Donald Dale Thorkelson—Great Falls
George Howard Stacey—Whitefish
Thomas Lee Harris—Columbia Falls
Ted John Reichert—Helena
Barry J. Lee—Missoula
D. Nick Macaulay—Missoula
Jack Thomas Martinell—Havre
Robert Allen Green—Malta
Thomas Arthur Taylor—Malta
Dennis Ray Young—Malta
Donald James Murphy—Harlowton

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Harry F. Borer—Forsyth
Robert A. Miller—Billings (MEL)
Rod LaRocque Neuman—Miles City
(MEL)
Kenneth C. Bogar—Opheim
Andrew J. Sobien III—Chula Vita,
Calif.
Frank L. Redfield—Opheim
Roland S. Pederson—Circle
Donald E. Tracy—Bismarck, North
Dakota (Instrument)
Martin J. Clinton—Lewistown
James D. Goodwin—Sheridan, Wyo.
(Instrument)
Julius S. Dzamka—Calgary
Clarence R. Ugrin—Miles City (MEL)
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James Lee Thomas—Missoula

Milo Dean Naylor—Anaconda
Gary James Cusick—Kalispell
Kerry Philip Wanner—Missoula
Robert Anthony Brown—Circle
(Instrument)
Mark Spencer LeVoie—Missoula
Kevin Odean Daniels—Missoula
George Walker Schemm—Great Falls
(Instrument)
Kenneth Lee Strand—Great Falls
(Instrument)
David Sheldon Green—Great Falls
Stanley Vernon Peck—Great Falls
Monte Joseph Marguder—Missoula
(Instrument)
David Francis Kalitzke—Columbia
Falls (Instrument)
Dennis C. Shallenberger—Missoula
(MEL)
Dennis Alan Acton—Bozeman
Charles Olaf Refling—Bottieu, N.D.
Raoul Raifield Ashby—Kalispell

Sidney Griff Whitt—Kevin
(Instrument)
Jerry Eugene McPherson—Erie, N.D.
John Julius Dargan—Darlington, S.D.
Duane Allen Strouf—Hobson
Michael Larry Stockhill—Kalispell
(MEL)
Julius Hartwig Carl—Dillon
(Instrument)
John David Engebretson—Kalispell
(MEL)
Michael Andrew Martin—Portland,
Oregon
James Patrick Cooney—Lolo
(Instrument)

Gerald Lee Hagfeldt—Great Falls
(Instrument)
James F. Sheridan—Saskatoon, Sask.
Austin L. Johnson—Havre
(Instrument)
Glen A. White—Hysham
Donnie W. White—Boyd
Judith M. McCrum—
Richard E. Strouf—Moccasin
Milo D. Sylfest—La Moure, N.D.
Philip O. Petrik—Sidney (MEL)
Brent E. Vetter—Billings
Douglas Bruce Barney—Missoula
(Instrument)
Mark Spencer LaVoie—Missoula
(Instrument)
Donald Herbert Newton—Lewistown
(Instrument)
Floyd Fredrick Dahlman—Whitefish
Kerry Philip Wanner—Missoula
(Instrument)
Jerome Wendell Webster—Great
Falls

FLIGHT INSTRUCTOR

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Dennis J. Beckers—Thermopolis
John J. Alex—Billings
Michael A. Tessitore—Missoula
Forrest Lawn Gue—Missoula
Roger Lee Maki—Missoula

GROUND INSTRUCTOR

Robert Anthony Brown—Circle
(Advanced)

ROTORCRAFT - HELICOPTER

Stanley Garth Colton—Lewistown
(Commercial)
Robert Milton Dice—Missoula
(Commercial - MC)
Robert T. Knudson—Billings (MC)
William J. Swartz—Ekalaka

AIRFRAME MECHANIC

Johny V. Gilson—Ketchikan, Alaska

POWERPLANT MECHANIC

Johny V. Gilson—Ketchikan, Alaska
Kenneth Paul Bangert—Marysville
Charles Timothy Trower—Scobey
Roy Alan Steingas—Missoula
Bill Alan Brosz—Billings
Norman Baird McLane—Laurel
Allen Keith Rickman—Fishtail
Robert Jay Rush—Scobey
Grant Edward McLean—Edmonton,
Alberta

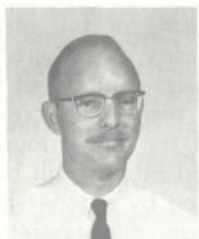
PARACHUTE RIGGER

Robert Lynn Smith—Missoula (Senior)
Virgil Larry Fitel—Missoula (Master)
Everett Michael Javins—Missoula
(Senior)

RADIO REPAIRMAN

Engene E. Teske—Billings

AVIATION EDUCATION HIGHLIGHTS



By **MICHAEL A. SCHUKERT**
Aviation and Space Education Chief

It is maintained that no person, organization, or political entity can exist and prosper independent of the tolerance and support of others. This idea has been bandied about, embellished, and proclaimed by many of mankind's finest since the last open season on mastodons and sabre-toothed tigers.

I would like to draw upon this "togetherness" concept to address your attention to a situation prevalent here in the Big Sky Country which, for want of a better term, might be described as organizational isolationism. More simply put, too many of Montana's aviation-oriented citizens (and we are blessed with many) single out, joint, and support one aviation or aerospace educational group while remaining oblivious

to the existence and/or potential of kindred organizations.

Although I am not suggesting that we all join each and every organization whose name embodies the term aviation or aerospace; in view of the economic uncertainties of the times, I do think that it would behoove us all to become aware of the many aviation and aerospace educational resources and activities provided by these various organizations. Hopefully, this awareness will spawn some ideas on the possibility of working together for the betterment of each while, at the same time, enhancing the image and viability of all. Taking this idea to its logical conclusion, it isn't difficult to envision a statewide federation or consortium of all aviation and aerospace educational organizations wherein genuine progress can then be made simply by eliminating the "wheel spinning" and duplication of effort presently taking place.

Since coming on the job last September, I have had occasion to meet with representatives of several youth and adult aviation and aerospace education activity-promoting organizations, and, believe me, after each encounter I was left with at least one good idea which, in all probability, would never have dawned on me if I hadn't of "hangar-flown" with a fellow aviation enthusiast.

At the time of this writing I can think of six youth-oriented groups alone which are currently, or will soon become, engaged in some noteworthy aerospace educational activities, namely: The Boy/Girl Scout and Explorer Programs, the Civil Air Patrol (CAP) Cadet Program; the 4-H Aviation Project; the Horizon Club of the Camp Fire Girls; the Junior League; and possibly, as I understand, two high school Air Force Junior ROTC Programs in Great Falls.

Nor does it end with youth groups. Montana's adult-level aviation-supporting organizations deserve mention and include: CAP Senior and composite Squadrons; state chapters of the Air Force Association, and the National Aerospace Education Association; the Montana Aviation Trades

Association; the Montana Pilots Association; the Ninety-Nines; the Sky Hawks; and numerous other local pilot clubs.

This list is by no means complete and I apologize if I've overlooked other fine Montana-based aviation and aerospace educational organizations. The point is, there are literally hundreds of Montanans belonging to tens of groups and organizations which could be doing a lot of exciting things much better by working together.

Admitting to my personal ignorance of some of the above-listed organizations' programs, I would hope that my readers holding memberships in same would take it upon themselves to drop me a line and describe their group's structure and objectives and, if possible, provide some ideas on future interorganizational activities.

As a closing thought, I would like to offer a simple example of one significant advantage of working together which was volunteered during a January staff meeting of the Superintendent of Public Instruction's Office. Look at it this way: if two people, each bearing a dime, come together and trade their coins, upon separating each still has only ten cents in his pocket. But, if each person upon meeting the other shared a personal idea, then upon separating, each would walk away with **two** ideas. With your help, I hope to devote the next several articles to a more detailed treatment of the aforementioned aviation-aerospace educational organizations with the hope that in so doing some ideas will be triggered as to ways and means of cooperatively enhancing aerospace education in Montana.

PHILIPSBURG FLY-IN JULY 21-22

There will be a Fly-In in Philipsburg July 21 and 22. The fly-in is being held in conjunction with the Third Annual Flint Creek Valley Days. Activities will include a breakfast, parade, rodeo, street dance, bar-b-que, mining and logging contests,

FAA INSPECTOR'S CORNER



By Dale Uppinghouse
Accident Prevention Specialist
GADO No. 1, Billings
"Just Show Me the
'GO' HANDLE"

FAR Part 61, "Certification: Pilot and Flight Instructors," has been extensively revised. The new provisions go into effect in two phases. The first phase becomes effective November 1, 1973, and the final phase is effective November 1, 1974.

Original Commercial Pilot Certification will require ten hours of flight instruction and practice in an airplane having a retractable landing gear, flaps, and controllable pitch propeller. What about a Private Pilot who buys such an airplane? Neither the old or the new Part 61 has such a requirement. Good operating practices certainly do require every pilot to get a good check-out in any such airplane.

An advisory Circular AC 61-9A entitled "Pilot Transition Courses for Complex Single-engine and Light Twin-engine Airplanes" is available for 30 cents.

All too often a pilot who purchases such an airplane gets himself a quicky type check-out and is on his way. He is an accident looking for a place to happen. Very often, the person checking him out knows very little more about the airplane than the "checkee."

Experience has shown that if that new owner-pilot does not learn the proper working knowledge of that airplane before he is turned loose, he never will. You wouldn't believe the number of gear-up landings; for instance, just because the pilot didn't really know the emergency system

for lowering the gear. One hour of serious study of the entire fuel system would eliminate many fuel mismanagement accidents. How many pilots can tell you exactly what speed and configuration to use in their own airplane in order to clear an obstacle? Thumbing through the handbook to find out while approaching the trees is hardly practical.

Airplane salesmen are usually ebullient, friendly fellows and if they don't tell the prospect that he is a natural born pilot, they probably won't sell many airplanes. Most airplane salesmen today are responsible, too; and they will advise the customer to get a good check-out. It is nothing more than a moral responsibility, however; and the salesman can do nothing if the customer ignores the advice.

If you have recently purchased an airplane which is a bit more complex than what you have been flying, by all means please get a copy of AC 61-9A. Find a flight instructor who really knows the airplane and go through the entire checkout as outlined. That demo flight where you learn little more than where the "go" handle is should not be counted as a "checkout."

FAA UPGRADES PILOT CERTIFICATION

Washington, D.C.—In one of the most extensive regulatory actions ever undertaken to enhance operational safety in the skies, the Federal Aviation Administration issued new and more stringent requirements covering the training, testing and certification in virtually all pilot categories.

A biennial flight review also will be required for the first time for all pilots not engaged in airline or other commercial operations where FAA already requires periodic flight checks. Both flying skill and aeronautical knowledge will be covered in the review providing the examiner with an opportunity to evaluate the over-all ability of the subject pilot

and comment on any problems detected.

The changes in Part 61 of the Federal Aviation Regulations, which covers certification of pilots and flight instructors, are effective 1 November 1973. However, applicants for pilot certificates and ratings will have the option of meeting either the existing or new Part 61 standards for one year after the effective date, or until 1 November 1974. The biennial flight review requirement also becomes mandatory after 1 November 1974.

Affected by the new FAA regulations are the requirements for student, private and commercial pilot certificates as well as those for instrument and flight instructor ratings. **The requirements for airline transport pilots will not be changed.**

Underlying the broad scale revision of Part 61 is the adoption of a new "total operational training concept" of pilot certification which gives

a flight instructor full responsibility for all phases of required training. Under this concept, all of the procedures and maneuvers now required by Part 61 for the various pilot certificates and ratings will be dropped and replaced by a general outline of much broader pilot operational areas in which flight instructions is required.

In contrast to the present system of rating a student purely on his ability to pass a written test and demonstrate practiced standard maneuvers, the student will now have to show overall piloting proficiency in all of the flight operational area before his instructor can find him eligible for the prescribed flight test. The test itself will be only on the procedures and maneuvers selected by the FAA inspector or designated examiner giving the test.

In recognition of the flight instructor's increased responsibilities, the requirements for this rating are to be significantly upgraded. Applicants will need a commercial pilot certificate, an instrument rating, ground instruction as well as flight instruction capability, and class rat-

ing for instruction given in multi-engine airplanes and helicopters. **At present a private pilot with 200 hours can qualify for a flight instructor's rating.**

In the private pilot category, the flight time requirement will remain at the present 40-hour minimum level in accordance with the ICAO (International Civil Aviation Organization) standards, but there will be a new emphasis on flight instruction, night and operational problem areas.

The requirement for flight instruction from a certified flight instructor, for example, will be raised from 3 to 20 hours. There also will be a new requirement for 3 hours of night flying with provision for granting a "Day Only" certificate to those who fail to meet this requirement. In addition, the flight legs for solo cross country flights are being increased although there is no change in the total 10-hour requirement.

Under the new total training concept, applicants for private pilot certification must demonstrate ability to conduct such operations as the following: controlling and maneuvering an airplane solely by reference to instruments (**An instrument rating will not be a prerequisite for a private pilot certificate**); airport and traffic operation, including collision avoidance practice; flight at critically slow speeds, including recognition and recovery from imminent and full stalls; and emergency operations, including simulated aircraft and equipment malfunctions.

To qualify in the commercial pilot category, applicants will need an instrument rating for certification with unrestricted privileges. (**After November 1, 1974, a commercial pilot applicant must hold an instrument rating, or his commercial pilot certificate must have a limitation prohibiting him from carrying passengers for hire in airplanes on cross country flights of more than 50 nautical miles or at night. No changes have been made in the new rules that will require present holders of commercial pilot certificates to obtain an instrument rating.**) The total flight time

requirements also will be increased from 200 to 250 hours although 50 of the total hours may be logged in a ground trainer. The number of hours of flight instruction required also is being increased from 20 to 50 hours and applicants also will have to have 10 hours of training in complex aircraft—those having flaps, controllable propellers and retractable gear.

Requirements for instrument ratings also are to be strengthened. Applicants will have to demonstrate proficiency in the use of three types of navigational aids—VOR, ILS, ADF—instead of just one. The ILS and ADF approaches, however may be demonstrated in a ground trainer.

Among other new certification requirements are:

Flight instructor endorsement each 90 days for student pilot solo flight. Presently, student pilots with 40 hours of flight time may be permitted unlimited solo privileges;

Completion of appropriate ground instruction in prescribed aeronautical subjects for each type of certificate. credit is allowed for approved home study, high school, and Civil Air Patrol courses;

IFR checks for instrument pilots whose recent IFR experience lapses;

Mandatory flight instruction for applicants taking tests for multiengine ratings; and,

Annual proficiency checks for pilots acting as pilot-in-command of airplanes type certificated for more than one pilot flight crewmember.

To facilitate implementation of the new Part 61 requirements, FAA will issue new flight test guides designed around the new pilot operational training concept and its objectives.

The new rules are based on an FAA Notice of Proposed Rule-Making (No. 72-9) issued March 16, 1972 and on analysis of 1603 public comments submitted in response to that notice.

The three airports in San Francisco Bay area pour over \$1 billion each year into the area's economy, according to a recently released report.

FEDERAL GRANTS FOR CONSTRUCTION RAISED FROM 53% TO 79%

Washington, D.C. — On June 18, the President signed Senate Bill 38, the ADAP amendment bill which increases Federal airport matching funds to a maximum of 75% for all but large hubs, allows 82% for certification/security items, authorizes \$310 million total for fiscal years 1974 and 1975, and immediately bans all head taxes, except those collected under State of New Hampshire law, and at Evansville and Sarasota, which must cease December 31, 1973.

FAA airport officials have advised that the maximum 75% will be granted for as many projects as possible within funding limitations. However, it will be a matter of judgment and one official used the following example: "If we get a request for \$10 million on a project, we may offer only a million or two because if we funded 75% for all those projects the money wouldn't last very long."

A NASAO/AAAE/AOCI survey covering five years under the old FAAP/50% matching fund legislation showed that the average Federal funding during that time period was only 33%. NASAO will attempt to provide more information as FAA adjusts to the increased matching level.

Letters to the Editor

Randy Bowsher
Division of Aeronautics
Helena, Montana 59601

Dear Randy:

Big Sky Soaring Club of Bozeman, Montana is off the ground and soaring!

A dozen Bozeman pilots organized the club and bought a Sweitzer two-place sailplane, and SGS 2-33.

Harry Noels, a club director now working toward his glider rating,

(Continued on Page 8)

(Continued from Page 7)

has flown "everything" from a J3 Cub to supersonic jet fighters and claims soaring puts the fun back in flying. "I'd rather fly a sailplane than anything else," he says.

The SGS 2-33 sailplane is a standard trainer used by most soaring centers in the U.S. It is both easy and safe to learn to fly it. The trainer is based at Flight Line Inc. on the Bozeman-Belgrade airport.

Interest in soaring was sparked when Bob and John Neils brought their single place, higher performance BG12A sailplane into the Gallatin Valley. "Soaring around Bozeman

is excellent," reports Bob, Big Sky Soaring president. "Both John and I were able to stay aloft over the Bridger Mountains near Bozeman for more than four hours apiece on our second flights. Pilot relief, not soaring conditions, brought us down."

Big Sky Soaring Club offers a \$10 introductory ride to pilots interested in trying our motorless flight in an airplane with a gigantic 60' wing span.

According to Paul Newby, chief flight instructor at Flight Line Inc., "Soaring is as close as I've ever felt to being a seagull!"

Sincerely yours,
Bob Neils

220 Yerger
Bozeman, Mont. 59715

(See pages 2 and 3 for pictures and story)



TOWER

OPERATIONS

APRIL 1973

	Total Operations	Instrument Operations
Great Falls	6,647	1,383
Missoula	7,234	604
Billings	6,291	2,050
Helena	3,741	547

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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